

Alward, Silas —

"Our western heritage"

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U. N. B.



*Geo. W. May, Esq.  
with best wishes  
and*

## "Our Western Heritage."

A LECTURE DELIVERED IN THE  
MECHANICS' INSTITUTE, ST. JOHN, N.B.  
JANUARY 23RD, 1882.

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## "Then and Now:"

OR, "THIRTY YEARS AFTER."

A LECTURE DELIVERED BEFORE  
THE NATURAL HISTORY SOCIETY OF NEW BRUNSWICK  
FEBRUARY 8TH, 1910.

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SILAS ALWARD, D.C.L., K.C.

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# "Our Western Heritage."

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## "Then and Now:"

OR, "THIRTY YEARS AFTER."

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Y & S HISTORICAL SOCIETY  
FREDERICTON, N. B.

ACCESSION 2014 ..... DON.  
BY S. Alward ..... DOWN  
DATE 11-4-39 .....

LECTURES DELIVERED BY

SILAS ALWARD, D.C.L., K.C.

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"I feel as convinced as I am that to-morrow's sun will rise, that  
"if you keep true to the highest ideals of duty and disinterested service,  
"nothing can prevent you from becoming, perhaps before the close of  
"the present century, not only the granary, but the heart, soul and  
"rudder of the Empire."

—EARL GREY

In responding to an Address of the Canadian Parliament  
presented him in May, 1910.

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It was my good fortune to be at Ottawa, during the special Session of Parliament, in 1880-81, and to hear the great speech of SIR CHARLES TUPPER on introducing the Bill to incorporate the Canadian Pacific Railway Syndicate, and the brilliant speech of MR. BLAKE, then leader of the Opposition, in reply. Both speeches take high rank and were equal to the occasion and such as might be expected from the eminent statesmen who delivered them. It was likewise my good fortune to visit our Northwest in 1881 and travel in the first through train of the Canadian Pacific Railway from Winnipeg to Brandon. I have twice since crossed the continent by the Canadian Pacific Railway, and thus have had a fair opportunity of forming an estimate of the resources of our magnificent heritage.

SILAS ALWARD.

ST. JOHN,

*February, 1910.*

“There is no occasion to exaggerate where plain truth is of so much weight and importance. But whether I put the present numbers too high or too low, is a matter of little moment. Such is the strength with which population shoots in that part of the world, that, state the numbers as high as we will, while the dispute continues, the exaggeration ends. While we are discussing any given magnitude, they are grown to it. While we spend our time in deliberating on the mode of governing two millions, we shall find we have two millions more to manage. Your children do not grow faster from infancy to manhood, than they spread from families to communities, and from villages to nations.”

EDMUND BURKE.



## OUR WESTERN HERITAGE.

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In the graphic picture drawn by a Roman historian of the wild country beyond the Rhine, its people were represented as sunken in gross barbarism; its land a series of sand hills, morasses and tangled forests; its winters desolate beyond description, and its summers uncheered by the genial influences shed by Southern skies. Nearly two thousand years have wrought their changes. Imperial Rome lives but in name,—the story of her greatness a “school boy’s tale, the wonder of an hour.” The once unpromising territory, which bordered on the outskirts of the Empire, has become the seats of great nations, populous and powerful with flourishing cities, centres of wealth, refinement and culture.

Another historian drew a no less graphic picture of the dismal islands in the North Sea, as they appeared to the Roman Legions in the early years of their conquest. To the polished race of sunny Italy the foggy shores of Britain seemed a land unblest by Heaven and unfit for the abode of civilized man. He gravely writes — “In one Province of the Island, it was said, the air was such that no man could inhale it and live. To this desolate region the spirits of the departed were ferried over from the land of the Franks at midnight.” Here, too, it was said, the vine would not grow, and the earth responded with but niggard yield to the husbandman’s toil. Roman matrons, it is recorded, awed their children to silence by descriptions of the wild man of Britain. Likewise nearly two thousand years have wrought their changes, and now these once worthless islands, as judged by Roman estimation, constitute the seat of an Empire, grander far than that of Rome in the zenith of her greatness — an Empire whose expansive commerce embraces every shore and whose brilliant achievements, on flood and field, have extorted the unwilling admiration of all lands.

Two hundred and sixty-one years ago, the twenty-second of last December, there landed on the shores of New England a band of exiles in quest of a home, where they might serve God according to the dictates of their own conscience. The outlook was cheerless beyond description — a rock bound coast, mantled in the snows of winter — an unexplored country, the abode of relentless savages — privation and suffering the immediate prospect of the future — and yet, this unpromising germ has developed into a powerful nationality, which embracing two oceans, boasts of a population greater than that of either France, Germany or Austria; many of whose States are larger than great European Kingdoms and whose boundless resources have yet scarcely begun to be developed. And what, I ask, do these historic references prove? That the unknown is generally unduly disparaged; that the foundations of great nations were laid under the most unpromising circumstances; and that time, which is on the side of all new countries, is sure to correct error, however gross, and vindicate merit, however traduced.

Our Western Heritage has shared the fate of what belonged to the unknown. No country has suffered more from unjust detraction. By some it has been represented as a waste howling wilderness, given over to desolation and the storms of an almost constant winter. By others, as the counterpart of Dante's "Inferno"; a country of barren steppes, and when not bound in icy fetters, deluged with incessant rains; the fit abode of the buffalo and the untutored savage of the wilderness — utterly unsuited for successful colonization. Yet the darkness, which has so long enveloped it, is being rapidly dispelled, and we are gradually, yet none the less surely, learning, how great is the heritage of this, the latest born of nationalities; this, the land, as styled by the Earl of Beaconsfield, "of illimitable possibilities."

So little prized was this part of England's dominion in America, that in 1670, when Charles the Second granted

the Charter to the Hudson Bay Company, the only rent reserved by the "Merry Monarch" were two elks and two black beavers, whenever he or any of his successors should enter the ill-defined and unknown territory embraced within the four corners of this famous document. The operations of Prince Rupert and his one hundred and seventy co-adventurers extended over an almost limitless area, stretching from ocean to ocean and from the vague boundaries of the South to the Arctic Seas. Forts and trading posts were established, at an early day, on the bays, lakes and the banks of the great inland rivers. The hardy pioneers, on these remote outposts, made but little attempt at cultivating the soil. In 1749 a motion was made, in the British Parliament, to revoke the Charter, on the ground of non-user, which, however, proved unsuccessful. Then the Company had only five forts and one hundred and twenty employees.

The uncertain limits of the charter enabled the Company to lay claim to that vast extent of country, stretching up the Valley of the Saskatchewan to the base of the Rocky Mountains, as well as that embracing Lake Winnipeg, the Red River of the North and its tributaries. For one hundred years it prosecuted the fur trade with marked success. One hundred and fifty years ago, in 1731, the first white man, a Lower Canadian, visited the country, now known as Manitoba. He descended the Winnipeg River to the Lake, ascended the Red River to the Assiniboine and explored the lands to the west for many miles.

In 1784 a Canadian company was formed, consisting principally of Montreal merchants, for the purpose of trading in the Great Lone Land. They soon extended their operations across the Valley of the Red River and the Fertile Belt to the Pacific coast. They prosecuted their enterprise with great vigor, employing five thousand men. Shortly after another trading and fur company was formed, called the X. Y. Company. It could not but follow, in the natural course of events, that these rival

companies would soon come into collision. For years their history was but a series of forays and reprisals, ending often in bloody feuds, which completely handicapped their operations and led to a reckless prosecution of their trade. To such a pitch did these rivalries extend, that Sir George Drummond, then Governor-General of Canada, in 1816, was under the necessity of sending a regiment of soldiers to the Red River to quell the disturbances and keep the peace. The hardships undergone by the soldiers in reaching their destination, considering the wilderness state of the country, can scarcely be imagined, much less described. In one of the skirmishes between the adherents of the Hudson Bay Company and the Northwest Company, twenty men lost their lives, among whom was Governor Semple.

At this time, sixty-six years ago, the stock of the Hudson Bay Company, which every one now is so keen to buy, reached its lowest figure, no dividends having been declared for several years.

In 1821, two of the rival companies, the Hudson Bay and the Northwest, amalgamated and thenceforth their operations were carried on in the name of the Hudson Bay Company. Sir George Simpson was the first to fill the high position of Governor of the united companies. For nearly forty years he faithfully discharged the onerous duties of this high trust. In 1860, at his death, he was succeeded by Governor Dallas. In 1864, Dallas resigned and MacTavish became his successor. In 1869 the Hudson Bay Company ceded, with certain exceptions, their territorial rights in the Northwest to the Dominion Government for \$1,500,000. The reservations consisted of their forts, factories and large tracts of land around their trading posts, amounting in the aggregate to fifty thousand acres. Besides these, there was a further reservation of one-twentieth part of the lands set out for settlement in the Fertile Belt. The Fertile Belt for the purposes of the agreement of surrender is bounded on the South by the

United States territory; on the West by the Rocky Mountains; on the North by the north branch of the Saskatchewan, and on the East by Lake Winnipeg, and the Lake of the Woods and the waters connecting them. For two hundred and twelve years this powerful corporation has carried on its operations in the Great Lone Land. Notwithstanding the extinction, or rather partial extinction, of its territorial rights, it is still a wealthy and influential organization, possessing immense tracts of valuable land, controlling trade in many of the most important centres of the country and wielding vast municipal and political influence. It is worthy of note that the Hudson Bay Company's shares have risen in value more than thirty-three per cent. during the past year. Their lands, rendered valuable by the railway operations of the Syndicate, are being sold for six dollars per acre. The Company have now upwards of fifty forts and give employment to more than three thousand persons. Mr. Brydges, whose connection with the Intercolonial Railway brought him into contact with the people of this city, is the Chief Commissioner of the Land Department at the handsome salary of ten thousand dollars per year. Hudson Bay stockholders entertain great expectations for the future.

The first attempt at colonization on the Red River, was made in 1812, by a number of farmers from Sutherlandshire, under the patronage of the Earl of Selkirk. This distinguished nobleman purchased, in 1811, from the Hudson Bay Company, a tract of land covering 116,000 acres, on the left bank of the Red River, between the Assiniboine and Lake Winnipeg, and here he determined to plant the evicted tenants from the estates of the Duchess of Sutherland. These brawny Highlanders had been expatriated by an act of harshness, which still rankles in the breasts of their descendants. Such hardy sons of toil from the bleak hills of northern Scotland were fitting pioneers for the settlement of this country. They sailed from Stornoway, in the Island of Lewis, in 1811, and reached

Fort Churchill, in Hudson Bay, late in the Autumn. Here a winter of unusual severity admirably prepared them for that Iliad of privations and sufferings they were destined so soon to undergo. In the early spring they threaded their way up the Nelson River to Lake Winnipeg; crossed it and ascended the Red River to the spot that now marks the site of Winnipeg. Contemplate for a moment their isolated position, in the very centre of the American continent, 1600 miles from the nearest city. What condition could possibly be more cheerless?

"All hope abandon ye who enter here,"

seemed the fit welcoming. In addition to this they were looked upon as intruders by the Northwest and X. Y. Companies and were soon drawn into the bloody feuds, which for the next four years rendered the annals of this part of the British Empire a disgrace to civilization. Their houses were burned by the Indians, whose deadly hostility they encountered from the first. And to cap the climax, the locusts swept down upon them, converting their fields expectant of a golden harvest into barren wastes. Do we wonder their brave hearts well nigh despaired of hope? But

"Time and the hour runs  
Through the roughest day."

As the years passed by the Indians and grasshoppers ceased from troubling and the weary colonists were at rest. Last year there died at Kildonan, some eight miles below Winnipeg, the last survivor of Selkirk's settlers, at a good old age, the connecting link between a gloomy past and a promising future.

The extinction of the territorial rights of the Hudson Bay Company, barring the reservations indicated, by the purchase of 1869, marks the dawn of a new era in the Northwest. On the twelfth of May, 1870, an Act was passed in the Dominion Parliament, establishing the Prairie Province, in the very heart of the Great North American

continent, 2500 miles from Halifax, the capital of the most eastern of the Dominion Provinces. This small province extended three degrees east and west along the forty-ninth degree of north latitude, and one and a half degree north, measuring 136 miles in length by 104 in width, and containing an area of 13,340 square miles, or in other words, a province one-half the size of New Brunswick. It lies in the latitude of Southern Belgium and Northern France, its capital being on a line of latitude south of that of London; south even that of Brussels, the capital of Belgium, and seven degrees south of that of Edinburgh. Last year its limits were very considerably extended, its western boundary having been pushed one hundred and two miles further west, so as to include Fort Ellice, at the junction of the Assiniboine and Qu'Appelle Rivers. Its area now is larger than that of any other province in the Dominion except British Columbia and Quebec, and it is nearly six times the size of New Brunswick.

The progress of Manitoba, during the past decade, has been most marked. Its population, in 1870, was 12,000; now it is 60,000. In 1870 it took thirty days to receive a despatch from Ottawa; now its capital receives daily bulletins from the important commercial centres of America and the capitals of all the great European kingdoms. In 1870 the nearest railway to Winnipeg was four hundred miles distant, at Saint Cloud. Now every morning three trains leave this city; one south, across the American boundary. Another east, for Rat Portage, in the direction of Thunder Bay; and another west, which runs as far as Brandon, awakening echoes along the valley of the Assiniboine, the rolling prairies of the Little Saskatchewan and beyond the Brandon hills. In 1870 the military expedition, under Colonel, now Sir Garnet, Wolseley, was three months in reaching Winnipeg from Collingwood, on Georgian Bay. Now you can take the train tonight at Saint John, at the close of my lecture, and next Saturday night find yourself in Winnipeg, purchasing city lots at

Wolf's auction rooms, with a fair prospect of making enough in one night to pay all the expenses of your trip there and back again, and leaving some spare cash in your pocket. In 1870 Winnipeg had a population, all told, of 215 souls; now it is 15,000 and boasts, that at the close of the next decade, it will have outstripped Toronto. In 1870 there were only thirty buildings in the place; last year over a thousand were in course of erection. In 1870 there was only one weekly mail from the east, by the way of Pembina; now the postal system overspreads, like a network, the whole Province. In 1870 a few mean shanties, surrounding Fort Garry, constituted the humble capital of the little Prairie Province; now it rejoices in public buildings, warehouses, stores and private residences, that would do no discredit to the much more pretentious cities of Montreal and Toronto.

In 1870 lots in Winnipeg, that went begging at the moderate figure of twenty dollars, are now being sold for three, four, five and six thousand dollars each. In 1870 ten lots on Main Street were offered to a Saint John man for one thousand dollars and declined; and last year they were sold for \$140,000. This contrast will best illustrate the marvellous progress made in the Northwest, during the last ten years. Judging from the past, who will undertake to set limits to its possible future?

The ride by rail over the Saint Paul, Minneapolis and Manitoba road, down the Valley of the Red River of the North serves to give one an idea of the immensity of the prairie stretches, which are the distinguishing features of the Northwest. All day long the train sweeps across a sea of almost perfectly level country through this great valley, which is over three hundred miles in length by an average width of fifty. It rises with a gentle incline of three feet to the mile, on each side of the river, for twenty-five miles and then sweeps off into rolling prairie away beyond the limits of vision. The river's course can be descried by a fringe of trees that skirts its margin; but the traveller



does not catch a view of its waters until Winnipeg is reached. Settlers are rapidly filling up the waste places of this vast valley, which has an acreage south of the Canadian frontier, of twenty-two millions. Saint Paul and Minneapolis, the twin giant cities of the American Northwest, are competing for the trade of Northwestern Minnesota, Dakota and Montana. Minneapolis, on account of her enlarged milling capacity, requires about forty millions of bushels of wheat annually, or one-tenth of the whole annual yield of the United States. About twenty-five thousand barrels of flour are ground here daily.

Late at night Winnipeg is reached, and the tourist awaits impatiently the light of day to enter upon the agreeable task of sight-seeing. It would prove but purposeless to enter upon a minute description of Winnipeg. The subject has been talked and written threadbare. Bluebooks, pamphlets and the letters of correspondents, "thick as autumnal leaves in Vallombrosa," have been strewn before you descriptive of the gateway of the Northwest and the country beyond its portals. Austin of the *London Times*, Dr. McGregor of the *Weekly Scotsman*, Principal Grant of the *Toronto Globe*, not to speak of lesser lights, have graphically outlined in pen pictures the striking features and chief points of interest to be seen in this ambitious city. It would only be repeating an old story to say — Winnipeg is today the most progressive city in the Dominion of Canada — that its land speculations, in the near future, will rival in magnitude that stupendous stock-jobbing scheme of the eighteenth century, known as the "South-Sea Bubble" — that to possess a corner lot is the highest good — that it is a city of magnificent distances, with one great street two miles long and one hundred and thirty-two feet wide, throwing off side streets, in one direction to the Red River and in the other, away into the prairie — that its auction rooms are nightly crowded, where excited bidders gamble in city lots at extravagant figures — that here, land agents, in their graphic portrayal of choice townships

and fine sections, surpass the inimitable description of "Eden" by Dickens, in that masterly work of fiction, "Martin Chuzzlewit" — that it boasts of three colleges and a paper University — that it is vexed with its perpetual sewage question, just as Saint John is with its *water* question — that while it is a city with but one steeple, its morals are beyond question; this to be understood in a strictly Pickwickian sense — that its water is execrable — that the visitor soon takes a deep interest in real estate, especially after a rain, when, with a homestead on one foot and a pre-emption on the other, with faltering step and slow, he threads his way along the wretched side-walks of Main Street — that to have lived there one month renders one an authority for every matter and thing, whereof the memory of man runneth not to the contrary, and to have lived there a year — one full year — causes one to be looked upon as an ancient of days.

But why tarry in the city, compelled to undergo the exquisite torture of listening to the creaking of the quaint Red River carts with their tandem teams of harnessed oxen setting out from Fort Garry, on their long voyage of eight or nine hundred miles, or doomed to run the risk of being devoured by land sharks, when the broad prairie, more fascinating than ocean itself, invites to explore its almost measureless expanse? Before entering, however, upon a description of the country, it might not be amiss to devote a short time to a consideration of the strange blending of races in the Northwest.

The Indian is the substratum in the social organism. To him the times seem sadly out of joint. The mournful expression of his countenance betokens the woful falling off, in his view from those halcyon days, when he could wander at his sweet will over these vast prairies in pursuit of the buffalo, or thread the courses of the winding rivers in quest of game. His reservation seems a land of exile; the restraints of civilization, a burden he would gladly throw off. The treatment of the Indians by our Government constitutes

one of the brightest pages in our history, and is especially noteworthy, when contrasted with that of the United States Government. When the Indians relinquished their territorial rights, three important provisions were incorporated in the treaties made with them. In the first place, choice and valuable reservations of land were set off for them and strong inducements held out to cultivate the soil, in the shape of gifts of agricultural implements, domestic animals, seed grain, and a donation of money to every one who would remain on the reserve. Measures, too, were adopted for the education of Indian children. And in the third place, legislation was secured for the exclusion of the sale of liquors from the Reserves. But above and beyond all this, faith has been kept with the Red Man of the prairie. There are ninety thousand Indians in the Dominion all told. Besides the thirty-five thousand in British Columbia, there are forty thousand in the Northwest. A Mounted Police force of three hundred, all told, is sufficient to keep the peace among the various tribes scattered all over the country. We hear of no wholesale murders; no nameless acts of rapine; no forays and midnight deeds of horror, on the part of the Indians. And why? Is it because of fear of this insignificant force of three hundred? No, "Not the Three Hundred." These they could annihilate in "one fell swoop." It is because of what is behind the three hundred; the power, that keeps faith either of a promise or a threat; the sword, which

\* \* \* "is not in haste to smite,  
Nor yet doth linger."

The reply of the little constable of the Old Bay State to the bully, who threatened violence when process of law was executed upon him, was admirable. "Ponder well before you execute your threat. It will not be a small man of five feet two you will shake, if you lay hands on me. You will shake the whole State of Massachusetts which is behind me."

To my mind that was a sublime sight, worthy of passing into history, when a lieutenant and two troopers rode down from Fort McLeod to the camp of Sitting Bull and demanded the surrender of two of his braves, who were implicated in the murder of a Cree. There stood the vanquisher of General Custer surrounded with two thousand painted warriors armed to the teeth. The demand is peremptorily made. Sitting Bull hesitates. Slowly taking out his watch and drawing his revolver, the lieutenant, in words of defiance, thunders forth — "I will give you just two minutes to make up your mind." The redoubtable warrior and his braves quail before that presence and within the prescribed time the surrender is made.

Next in order, and higher in the social scale, are the Metis, or half-breeds. Of these there are three classes — the French, English and Scotch, half-breeds. They seem peaceable; but lack energy and enterprise. For the most part, they evidently are hewers of wood and drawers of water. Some, however, are distinguished for great acuteness and more than an ordinary share of intellect. The Premier of Manitoba is a half-breed — the Hon. Mr. Norquay. I formed the acquaintance of a lawyer at Portage la Prairie, a half-breed, and found him exceedingly courteous, possessing a liberal education and respectable legal attainments.

In the north of Manitoba, fifty-six miles from Winnipeg, at Gimli — signifying in English, Elysium — is the colony of New Iceland. These descendants of the grand old Norse race emigrated to Canada in 1875 and settled in Victoria County. They became dissatisfied and the Government transported them, at the public expense, to the Northwest. Their Reserve embraces an area of 273,000 acres. They have failed to justify the expectations of those who were instrumental in establishing them in the country. At one time they numbered about two thousand. Nearly one-half of them, however, have left and wandered off to the United States.

The Mennonites, on the contrary, have proved a far more valuable acquisition to the country. This strange people have a remarkable history traceable through three centuries of persecution. The founder of the sect was Simon Menno, from whom they take their name. They were the Puritans of Western Prussia, and for conscience sake, one hundred years ago, took refuge in Southern Russia, on the Sea of Azof. Their distinguishing tenets are, not to take an oath, and not to bear arms. The Russian Government entered into a solemn pact, exempting them from military service, and conceding certain other well defined immunities. In 1871 the Muscovite broke faith with them and rather than submit to conscription, they crossed the sea, under the pressure of a conscientious scruple. While many wandered off to Kansas and Nebraska about ten thousand of these hardy people have found homes in the Canadian Northwest. There are two large settlements of Mennonites in Manitoba. One on Rat River, on the east side of the Red River; the other between Emerson and the Pembina Mountains, on the west side of the Red River, known as the Dufferin Reserve. The Rat River Reserve consists of eight townships, embracing 174,000 acres, with twenty villages. The land being low and marshy many families migrated to the Dufferin Reserve. Out of seven hundred families who settled here only three hundred and ninety-six remain. The Dufferin Reserve contains some of the best land in Manitoba and consists of seventeen townships, of 370,000 acres, with thirty-two villages and 1300 families. The Canadian Government gave them these large tracts of land outright and in addition loaned them \$100,000 at six per cent. for eight years to assist in building and in their farming operations. They brought with them half a million in cash. The Government exempted them from military service and gave them the liberty to conduct their schools as they might think best. They are a hard working, loyal, thrifty and peaceable people. They live in villages and to a certain extent are

communists. Their manners are exceedingly primitive and they hasten but slowly to adopt the habits and customs of more civilized people. A whole family eats out of one dish, using their fingers instead of knives and forks. Their village priest, whom they elect, is compelled to earn his bread by the sweat of his brow. So, with the village doctor. And happy people, as they never go to law or take an oath, they have no need of a lawyer. They are said to be avaricious and seem to have accepted Iago's advice to the Moor — "Put money in thy purse." They mingle but little with others, and strive to preserve their habits, customs, language and traditions intact.

The other settlers consist of English, Irish, Scotch and Canadians. Nine-tenths of the immigrants that have settled in Manitoba, during the past year, are from the Province of Ontario. Literally they have gone up and possessed the land. Very few New Brunswickers or Nova Scotians are to be found on the farm lands of the Northwest. The immigrants that are pouring into the country are as fine a class of men as are to be found in any place in the world. Intelligent, energetic, with an eye to the main chance, upon the whole temperate, determined to succeed and blessed with strong, vigorous physiques, they are just the ones to take occasion by the hand and lay the foundations of great States — just such as you might expect, "Where Saxon blood gives evidence of liberty; civilization and manhood." Last year twelve thousand arrived at Winnipeg, who expressed themselves as determined to take up a permanent settlement in the country.

Having glanced at the people, who inhabit it, we pass on to the country itself. On the east side of the Red River, between Emerson and Winnipeg, and twenty miles west of Winnipeg, in the Valley of the Red River, much of the land is low, marshy, and at certain seasons of the year, inundated with water, on account of which agriculture has not been prosecuted with any degree of marked success. Many farms of excellent soil have been abandoned and

their former occupants have made selections in the rolling prairies to the west, or left the country in disgust. This accounts for many bringing back such unfavorable accounts of the country six or seven years ago, before it was properly explored beyond the Valley of the Red River, and when facilities for reaching the higher lands beyond were so limited. A system of drainage, under the joint operation of the Dominion and Local Governments, has been commenced, which will result in the reclamation of large tracts of the most valuable lands in the vicinity of Winnipeg and the Red River Valley. The total length of these drains already exceeds one hundred and fifty miles.

A few days spent at Portage la Prairie, said to be the finest stretch of farming land in Manitoba; a drive across the country to Lake Manitoba; a run by rail over the big plain and the Grand Valley; a drive on a buckboard, an institution peculiarly adapted to use on the prairie, down the Valley of the Little Souris and around the Brandon Hills; freely conversing and mingling with the farmers in their newly selected homes; enabled me to form a pretty accurate idea of the richness of the soil and its wondrous capabilities as a wheat-producing country. For the most part the soil is a black loam, purely a vegetable formation, without rock, gravel or sand, between two and three feet in thickness, resting upon a sub-soil of clay. As the snow melts in the Spring, the water is absorbed and the clay becomes surcharged with moisture, which quickens vegetation when the summer sun heats the surface, and all through the season prevents the crops from being injured by drouth. The clayey sub-soil thus serves as a reservoir, retaining a sufficient supply to fructify the surface where the evaporation from almost constant sunshine is very great. This heat and moisture account for the rapidity of vegetation and the marvellous yield of all kinds of root crops. Tract after tract of such land is to be found, varying from twenty and thirty to fifty miles in length, by fifteen and twenty in width, every foot of which is of the des-

cription indicated; free from stones and trees, all ready for the plough, and which, the first year of culture, will yield from thirty to thirty-five bushels of wheat to the acre, sixty of oats, and from two to three hundred of potatoes. And such potatoes! Some two, three, and even three and a half pounds each in weight. And such wheat! The best produced on the continent of America, weighing sixty-six pounds to the bushel. The Manitoba wheat commands a higher price in Minneapolis than that grown in Minnesota. This excellency arises from its flinty hardness—in other words, its “gritty” consistency. And this land may be cropped forty and even fifty years without its soil becoming exhausted. In Kildonan, a part of the old Selkirk settlement, fields are to be seen where crops of wheat have been reaped for sixty years in succession without the application of manure. The immigrant, who has just homesteaded his lot here, starts where he ends after ten or fifteen years of hard labor, who must needs fell the forest trees, log roll, stump, gather up the stones and coax the stubborn glebe by the application of manure, into anything like tolerable productiveness. Compared with the neighboring States, the average yield of cereals is much greater in our Northwest. In Manitoba the average yield of wheat is twenty-five bushels to the acre; while in Minnesota it is seventeen, and in Wisconsin only fourteen. In Manitoba that of barley is forty-one to the acre; while in Minnesota it is twenty-five, in Iowa twenty-two, and Wisconsin twenty-one. The average yield of oats in Manitoba is fifty-seven bushels to the acre; in Minnesota it is but forty.

For twenty miles west of Portage la Prairie to the outlying spurs of the sand hills, fertile plains alternate with copses and wooded heights. The sand hills consist of a series of hummocks, covered with a scraggy growth of poplar, oak and spruce, with a thin soil adapted to pasturage. These sand hills were evidently once the shore of some great inland sea in the dim and shadowy ages of the great



pre-historic past. By winds and the action of the waves of the sea, they assumed the shapes they now present, except where worn down by the attrition caused by rain and the changes of the seasons. They extend about twenty miles and mark the commencement of the second of the three great plateaus between the Red River and the Pacific coast. All this boundless range of prairie country, even to the base of the Rockies, was doubtless once the bottom of a great sea or ocean, and during countless cycles, as the waters gradually receded and the land rose, they found an outlet in Hudson Bay. A short portage of only a few miles separates Lake Travers from Big Stone Lake; in the former of which the Red River of the North takes its rise, and after coursing seven hundred miles due North empties its waters into Lake Winnipeg, which finally find their way through Nelson River into Hudson Bay.

The sand hills passed, a beautiful range of gently rolling prairie is reached, called the Big Plain, thirty miles in length by twenty in width. The soil is not only rich, but being comparatively dry is admirably adapted to the growth of all kinds of cereals and many root crops.

Brandon, one hundred and forty-five miles west of Winnipeg, on the west bank of the Assiniboine, and the center of one of the finest farming districts in the Northwest, is a place of mushroom growth. Last March there was not a house in its vicinity. Now it boasts of over one hundred buildings with a population of between five and six hundred, having its doctor, its land agents, and—as an evidence how civilization goes hand in hand with material progress—its lawyer. The Syndicate owned a section here, and cutting it into lots of twenty-five by one hundred feet and selling them at prices averaging \$500.00 each, in two nights, netted at auction the handsome sum of \$20,000.00. In six weeks this section of one hundred and sixty acres realized \$150,000.00, nearly one hundred dollars per acre. For forty miles to the west and south of Brandon, in the direction of the Souris, the land is of the same rich mould. Being comparatively high, and con-

sisting of rolling prairie, the necessity of drainage is thus obviated. Where cultivated, it presents the appearance of an old settled country; this being especially noticeable in the Souris district and in the vicinity of the Brandon hills. Charming park-like belts, gently rising hills with softly rounded contours melting away into the hazy horizon, and peaceful homes bathed in the bright autumn sunshine, recalled portions of English landscape as well as the picturesque scenery of beautiful Normandy. The Indian Summer of the Northwest is proverbial for its glory, being felicitously described by Professor Bryce of Manitoba College as that "divine aftermath." I shall ever cherish one of those lovely days, that cannot die in memory, when with a friend, I drove across from Portage la Prairie to Lake Manitoba. Not a cloud was in the sky. The air a solemn stillness held. All nature seemed redolent of peace and hope. The golden harvests had been gathered and piled in huge stacks around the barns. The whirr of the busy threshing machines could be heard far across the prairie. Objects at a distance loomed up to nearly twice their actual size in the still clear air. The sloughs literally swarmed with ducks. The roll of the carriage started from its covert the beautiful prairie chickens at every turn. Such an Arcadian scene of sweet, rural felicity, it seemed to me, I had never before seen. Yet, alas—how soon did all this bright, joyous prospect undergo a change,—emblematic of the sunshine and shade, the happiness and sorrow, which chequer life's sad, strange career. A cloud gathers on the horizon. It rolls up into a dark, forbidding mass, and anon smites the earth in a perfect deluge of rain. The outlook is dismal in the extreme. The scene is changed into one of perfect wretchedness. Mud to the right of us; mud to the left of us, and a slough in front of us, there seemed no visible means of refuge or escape.

The further west you travel, the better satisfied do the people seem with the country. However excellent may be the land, they say, "go further west, and you will find the land still better, the climate still more agreeable."

You have the most flattering descriptions of the fine land in the Valley of the Qu'Appelle or Calling River; the Carrot or Root River, a branch of the Saskatchewan, navigable one hundred and fifty miles, with its three millions of acres of superb soil; of the Peace River plains with its seventy-six millions of acres, whose soil is more fertile and climate more enjoyable than those of Manitoba; of the Bow River district under the shadow of the Rocky Mountains, with its fine grazing parks and climate rendered doubly charming by the soft breezes that find their way from the Pacific Ocean through the clefts of these mighty barriers. You become fairly bewildered by these rose-colored descriptions and soon learn to discount much you hear. What particularly strikes one is the vast extent of the country. After having reached the western limits of Manitoba, you feel you are but upon the threshold of this grand inheritance — that you have but wandered along the shore, while the great Ocean lies beyond still unexplored. The mind staggers at the contemplation of its magnitude. The Fertile Belt, stretching from east to west eight hundred miles, and from north to south four hundred, embraces an acreage of over 200,000,000, an extent of country larger than eleven provinces of the size of New Brunswick, and including Peace River Valley, with its 76,000,000 of acres, as large as Germany and France together. And out of all this great territory only some four millions are believed to have yet been taken up — in the proportion of one acre to seventy. In view of its wondrous possibilities we appreciate the full force of Whittier's lines—

"I hear the tread of pioneers  
Of nations yet to be;  
The first low wash of waves, where soon  
Shall roll a human sea.

"The rudiments of Empire here  
Are plastic yet and warm;  
The chaos of a mighty world  
Is rounding into form."

From ocean to ocean what an inheritance! From the sea to the Valley of the Red River, 2500 miles, with its wealth of forest and mine. Then over a thousand miles of prairie with a richness of soil almost beyond conception. And then five hundred miles across a sea of mountains, rich in mines and pasturage.— Four thousand miles with an almost infinite variety of soil and production. The rivers are on an equally grand scale. The Assiniboine is 600 miles in length; the Red River 700, having 105 miles in Canadian territory; and the Saskatchewan, by either branch, over 1000 miles.

The lands in the Northwest are held by three distinct tenures — by the Dominion Government, the Hudson Bay Company and the Syndicate. The Hon. Mr. Norquay, Premier of Manitoba, has commenced an agitation for the surrender of the public lands to the Province by the Dominion Government. His arguments are not only strong; they seem unanswerable. All the other Provinces have the control of their public lands, from which they derive considerable revenues. Why should not a similar right be accorded Manitoba? The Dominion Government is making a profit from these lands for the general exchequer, while the Province will be driven to a local tax on the people for public improvements. The excellent system of survey adopted readily enables the immigrant to locate his lot. Townships six miles square, containing thirty-six square miles; are laid off and numbered in ranges, east and west from the principal meridian, ten miles west of the Red River, and in blocks numbered from south to north. Each square mile, embracing six hundred and forty acres, is called a section and is divided into half and quarter sections. In addition to the one-twentieth part laid off for the Hudson Bay Company, each Township has a reservation of two out of thirty-six sections — one-eighteenth part of the whole country — for school purposes. This appropriation for school purposes is a most excellent provision, and will secure a free education for the many

millions that are yet to people the country. These school lands are being sold, at fair prices, and the money capitalized and the interest used for the object indicated pure and simple. The Canadian Homestead Act provides that every British subject, on paying an office fee of ten dollars, may become the owner in fee of a quarter section, of one hundred and sixty acres, provided he live on it three years and erect a dwelling not less than eighteen feet long by sixteen feet wide and cultivate a part of the land. He can also pre-empt an adjoining quarter section, within the Canadian Pacific Railway Belt — that is to say, lying within twenty-four miles on each side of the line of railway — at the rate of two dollars and fifty cents per acre, payable in instalments and upon favorable terms. From returns made by Postmasters and Station Agents, it appears there were raised in Manitoba, during the past year, 2,736,575 bushels of wheat; 3,169,970 of oats; 400,065 of barley, besides other cereals and root crops. And it must be borne in mind, there are under cultivation in the Province only 265,541 acres, a little over a quarter of a million. From these returns some idea may be formed, what the whole Province will yield, when instead of this limited acreage, millions upon millions of acres shall have been brought under culture. Aye, when the 270,000,000 of acres of the Fertile Belt and Peace River district shall yield its golden harvests to the husbandman's toil, and "Our Western Heritage" shall have become the inexhaustible granary of the Old World. Last year there were raised in the whole of the United States 400,000,000 bushels of wheat. Putting our acreage at only 200,000,000 and the yield at only twenty bushels to the acre, we have a country capable of producing 4,000,000,000 of bushels or ten times as much as this enormous yield of our neighbors.

That greatest of modern civilizers, the railway, will prove a most potent factor in paving the way for the speedy colonization of the country. Already the Canadian Pacific Railway has been completed thirty miles beyond Brandon

and one hundred and seventy-five miles west of Winnipeg. The railway mania has taken complete possession of the people, and you hear of railways being projected in the direction of almost every point of the compass: By this time fifty miles of the Southwestern have been graded. This line, which was chartered by the Dominion government, starts from Winnipeg, crosses the Assiniboine twelve miles above the city and sweeps off in the direction of the Boyne River, the Pembina and Turtle Mountains districts. The Southeastern, chartered by the Legislature of Manitoba last winter, has, as its objective point, Duluth—styled by Proctor Knott, in his celebrated speech in Congress, "The Zenith City of the Unsalted Seas." The Northwestern starts from Emerson, runs through Portage la Prairie and on to Westbourne, Gladstone and Minnedosa, south of the Riding Mountains. Another line is expected to cross the Big Plain, keeping to the north of Fort Ellice, and on to the excellent farming lands of the Touchwood Hills.

The Canadian Pacific Railway has been deflected south of the course first selected, along the Valley of the Qu'Appelle to Moose Jaw Creek, and thence across the south branch of the South Saskatchewan to Calgary, nine hundred miles due west from Winnipeg, at the junction of the Bow and Elbow Rivers, under the shadow of the Rocky Mountains. This year, it is claimed, four or five hundred miles of this road will be built, enabling immigrants to penetrate the fine prairie lands of the Qu'Appelle, the South Saskatchewan and the Red Deer River. While the Vermillion Pass has been abandoned, it is to be hoped the Rocky Mountains can be crossed by the Bow River Pass, fifty miles west of Fort Calgary and one hundred and fifty miles south of the Yellow Head Pass, first selected.

A charter has been granted, a company formed, exploratory surveys made, and all other necessary initial steps taken for the immediate construction of a line of

railway, between three and four hundred miles in length, from the north end of Lake Winnipeg to Fort Churchill at the mouth of the Churchill River, on Hudson Bay, having for its object the shortening of the distance from the wheat fields of the Northwest to the European markets. It is claimed the Hudson Bay is open for steamers during five months of the year, from June to October, in which time it would be easy to export the wheat and other produce destined for foreign markets and import all the goods required in exchange. Hudson Bay is connected with the Atlantic Ocean by a strait varying in width from fifty to one hundred miles, in the latitude of sixty-two and sixty-three degrees north. The danger of navigation arises, in certain seasons of the year, from floating masses of ice. For two hundred years, however, the Hudson Bay Company sent all their stores to the Canadian Northwest and took all of their furs out of it in sailing vessels through Hudson Bay. Since its discovery, seven hundred and thirty sailing vessels have made voyages into the Bay—from two to five vessels on an average annually. From Liverpool to Churchill the distance is 2,926 miles, while to Montreal by the way of Cape Race it is 2,990; and to New York, by the way of Cape Race, 3,040; showing a distance in favor of the Hudson Bay route, as compared with Montreal, of sixty-four miles; and with that over New York, of one hundred and fourteen miles. It is only four hundred miles from Churchill to the edge of the great wheat fields of the Northwest. It is claimed a consignment of wheat or beef sent from the Peace or Saskatchewan districts, by way of Churchill and Hudson Bay, might reach Liverpool as soon as it could arrive at Halifax, Saint John or Portland, if sent by the St. Lawrence route. But such a route, say some, is altogether beside the question and quite impracticable. So it was said, only a few years ago, with reference to a railway to Canada by the Valley of the Matapedia. In the first place, the railway could not be built, so great were the engineering difficulties; and

in the second place, if built, it could not be operated during the winter months. It has, however, been built, and trains run with a regularity, during all seasons of the year, equal to that of any other line of railway in the country. An age, which in its triumphs tunnels the Alps, enters upon the construction of a highway under the sea; which laughs at engineering difficulties and sealed oceans; which exalts the valleys and brings the mountains low, will hardly fail in the accomplishments of this great undertaking.

To us living by the sea, its climate seems the most objectionable feature of this country, judging, as we do, of its severity by the readings of the thermometer. The mercury, during the winter months, ranges from fifteen to thirty-five degrees below zero, falling even below that; and very naturally we form our opinion of its severity without considering how much it is modified by the brilliancy of the sun and stillness of the air. Not only is the air free from moisture, but it is clear and bracing and imparts to the system an elasticity most invigorating; if severe, it is uniform and consequently less trying than sudden changes from cold to warm, from chilly to muggy weather. Winter sets in about the middle of November and Spring opens early in April. Snowfalls are not frequent; winter thaws and rains rare. Two or three times in the winter there are bitter winds, whirling the snow into eddies and obscuring completely the landscape, called blizzards. The snowfalls usually range from eighteen inches to two feet. The mean fall of rain during the year is twenty-five inches. So dry is the air, so clear, bright and sunny the days, that with the thermometer thirty degrees below zero, the people find the weather enjoyable. Those who have spent several winters in the country, and such are best qualified to judge, give it as their decided opinion that the winters are less trying than those of the other Canadian provinces, or of England, Scotland or Ireland. In the great grazing country between the Bow and Elbow Rivers, where is Senator Cochrane's ranch,



notwithstanding the latitude is fifty degrees north, cattle can winter on the prairie without the slightest discomfort. Here the snowfall is exceedingly light. The climate, too, is wonderfully modified by the warm west winds that find their way through the Rocky Mountains from the Pacific Coast. A few hours of these winds, called Chinooks, will spread a warmth and mildness over the country almost magical, melting the snow, unfettering the streams and transforming a wintry scene into delightful summer weather; The isothermal line trends nearly northwest from Winnipeg, so that in the higher latitudes of the North Saskatchewan and Peace River countries, the climate is milder than that of Manitoba. Edmonton, on the North Saskatchewan, whose latitude is fifty-three and a half degrees north, has a climate milder than that of Upper Canada, whose mean latitude is forty-five degrees north. Even on the Peace River whose latitude ranges from fifty to fifty-nine degrees north the climate is said to be delightful and less severe than that of the Prairie Province.

It is time, however, to consider some of the drawbacks to be encountered in this land of promise. One serious disadvantage is the scarcity of wood. The frequent prairie fires prevent the growth of trees, except for a mile or two along the banks of the rivers or by the margins of the sloughs. These trees are principally poplars and are used for fuel and building purposes. Wood lots, of twenty acres each, are usually drawn with the homesteads, and in many instances these wood lots are from fifteen to twenty miles away. A farmer, living on the shores of Lake Manitoba, told me he had to draw his firewood from the Assiniboine, seventeen miles distant; and as the continuous cold weather demanded constant fires it took him nearly all winter to cut and haul his winter and summer supply of firewood.

Bad water, too, enters into the catalogue of drawbacks. The surface water contains a large ingredient of alkali, which, in some places, renders it unfit for use. This is

said to arise from the burnt grasses of the prairie. So injurious is the water to horses taken into the country, that many die from its use and almost all are for weeks incapable of work. Good water, however, in most places, can be obtained by sinking shafts below the clayey sub-soil. At Winnipeg wells have been sunk seventy feet before reaching a good and wholesome supply.

Nor are the people of the Red River Valley quite secure from a recurrence of those fearful floods that heretofore have converted millions of acres of prairie land into vast inland seas. These floods occurred in 1826, 1852, and in 1861, completely covering that part of the Red River where now stands the City of Winnipeg, and in one instance attaining a height of seven feet above the most elevated spot within the city limits. The inhabitants sought refuge on Stony Mountain, some thirteen miles distant, until the waters abated. Imagine for a moment, the immense destruction of property, to say nothing of the depressing effect upon the sale of city lots, should such a calamity again occur; and no bow of promise spans the heavens as a token that the waters shall no more become a flood to destroy this portion, at least, of the world. "That which has been is the thing that shall be." The Winnipegeans, however, talk very loud and ill conceal anger, when you even casually refer to the floods. They tell you, with an air of assurance, which tends to allay fear, that such an occurrence is altogether out of the question; that the channel of the Red River has been deepened and widened, and is now quite capable of carrying off the accumulated waters of the prairies during the most rainy seasons. But suppose there was an extraordinary fall of snow, followed by an extraordinary fall of rain, with fierce north winds smiting down upon Lake Winnipeg and pressing back its waters into the channel of the Red River, what could possibly prevent a flood greater and more disastrous, if possible, than any which has hitherto submerged the country?

The grasshoppers have been more frequent and even more destructive visitants than the floods. Since 1812 these pests have appeared no less than thirteen times — on an average nearly once every five years. First a few are thrown forward as the advanced guard or body of skirmishers, and deposit their eggs; the next year they descend in perfect phalanxes, and, like the old Roman warriors, make a desert and call it peace. Their last scourge was in 1875-6, when they literally ate up every green thing. The settlers lost all their crops, not enough having been left for seed grain. Starvation stared them in the face. The Dominion government came forward and loaned the despairing colonists sixty thousand dollars to procure provisions and seed grain for the following season. This having proved insufficient, it was supplemented by a further loan of twenty-five thousand dollars — in all eighty-five thousand dollars. When they will again put in an appearance, who can tell? Yet the Manitobans tell you, with the most assured confidence, the grasshopper has called a truce, ground his arms and sworn lasting amity. Happy people — who look only on the golden side of the shield. Thrice happy they — in whose breasts, "Hope springs eternal."

But worse than floods, more to be dreaded than locusts, is that wild spirit of unrest and feverish anxiety begotten by a reckless gambling in real estate, which threatens to destroy the happiness and undermine the commercial probity of this people. The desire suddenly to become rich by short cuts across the old, well-defined lines of thrift, economy and industry, is the most to be deprecated of all evils. It surely saps the moral stamina of a people. It leads by the most direct road to national degeneracy. There must come a day of reckoning for a city whose lots, in so short a time, have advanced from a mere nominal price to the exorbitant figure of one hundred dollars per inch. And when it does come, woe to the hindmost.

A great many of the correspondents who have visited the Northwest have given their advice gratuitously as to

such as should or should not take up their residence in this part of our Dominion. I do not purpose to assume the role of an immigration agent by proffering any advice in the premises. While endeavoring to extenuate nothing, I have set down naught in malice. Let every one be fully persuaded in his own mind and act upon the fair exercise of his own judgment before taking a step fraught with consequences so great as changing his skies.

Such a country, as I have imperfectly attempted to describe, has in store a grand future and demands as pioneers for its settlement men of energy, enterprise and character—men with brawny arms and brave hearts—men who have faith in the country, and, beyond and higher than this, faith in themselves. Let such go up and possess this goodly land. The task is a glorious one; sufficient to fire the ambition of the most stolid—to develop its untold resources—to shape and direct its ever-widening channels of commerce—to convert its waste places into happy homes—to build great cities—to lay the foundations of future states—to frame wise and salutary laws—to mould the destiny of millions yet unborn—and to aid in drilling this “raw world for the march of mind.”

Sometimes we feel despondent at our humble progress, contrasted with the rapid strides made by other countries. At times some of us would fain decry our own institutions and belittle our capabilities. Yet “heirs of all the ages,” gifted with the gathered experience of the past as a beacon both to guide and warn, and dowered with such a splendid heritage, we cannot but succeed. Let us take courage, too, by what has already been achieved. Our record of a hundred years, which is but as yesterday, when it is past, is not altogether a barren one. The Great Tribune of the English people, the other day, on the occasion of the celebration of his seventieth birthday, drew, as only this matchless orator can draw, a vivid contrast of the England of 1840, and the England of today. To him it was a matter of boast, that the population of England and Scotland had

increased from 18,000,000 to 28,000,000, and that the trade of the country, in the meantime, had more than quadrupled: One hundred years ago, the population of the country, comprising now the Dominion of Canada, was only 100,000, showing an increase for the hundred years in the ratio of one to forty-five, while that of the United States, for the same period, has been in the ratio of only one to seventeen. In 1840, the year of the union of the two Canadas, the population of British America was 1,500,000. During forty years it has trebled and the revenue multiplied more than twenty-fold. In 1685, the year of the death of Charles II, less than two hundred years ago, and since the Charter was granted to the Hudson Bay Company, the population of England was five millions, only half a million more than that of the Dominion of Canada today. Then the whole annual revenue of England was \$7,000,000, not one-third of that of our Dominion.

With a country of almost limitless extent, full of undeveloped resources, possessed by a people fired with the stimulating ambition of national existence, and blest with a form of government, the freest and best in the world, because it has not, on the one hand, the objectionable features of the monarchical system—a State Church, primogeniture, a privileged class, and born legislators, nor, on the other hand, the less desirable features of a purely Republican system, we need have no misgivings as to the future. Shall this glorious heritage be ours, or shall it pass under an alien flag and lose its identity under another form of government? A thousand times, No! Shall we, the sons, be less noble than our fathers? Shall the patriotism, which glowed in their bosoms as a consuming fire, die out in our breasts? We respond, No! That which they cherished, that which they bequeathed, that for which they endured thirst and hunger, cold and privation, and the “biting North wind of misfortune” to attain and bestow upon us, a priceless legacy, let us preserve and hand on, only augmented and rendered doubly hallowed by our efforts,

if needs be, by our sacrifices, to those who are to follow us. Let it be our highest ambition to follow "with steps however unequal, and at a distance however great" the pathway these noble men trod. Let us have but one faith, one hope and one aspiration, to make our country the heritage of freedom and freemen forever. Contrast for a moment our position with theirs. When reaching these shores they looked out upon an almost impenetrable wilderness. Gloomy indeed was the prospect. Like our first parents driven forth from Eden — "The world was all before them, where to choose their place of rest, and Providence their guide." They could only look forward. To them there was but a dead past. And the future only gave promise of toil, privation and suffering in hewing out for themselves homes by the sea and in the "forest primeval." Their inheritance we have entered upon. Their household gods have been committed to our keeping. Their traditions we possess. Their graves are in our midst, and their spirit, I trust, is not quite dead in the land. We stand on the high vantage ground won through the long years of their toil. We stand on the threshold of a promising future. The forests have disappeared under their well directed strokes. Comfortable residences have taken the place of their humble cabins. Peaceful, happy homes fill the valleys and crown the hills of our fair landscapes. An active commerce encircles our shores. Cities, railways, and the thousand and one amenities of civilization are ours. And yet, shall it be said, we are unequal to the task of preserving what our fathers acquired? If so, then we are unworthy of such fathers. We are unworthy of our heritage. And we are unworthy of the race from which we trace descent.

Although our thoughts, tonight, have dwelt principally on our Western heritage, let us not forget our Eastern heritage. Of us, living by the sea, enjoying a climate the best in the world, possessing a country, which for its valuable fisheries, its mineral resources, its wealth of forest and

agricultural capabilities, is, for its size and population, second to none under the sun, and of which it may truly be said—"the lines have fallen unto us in pleasant places; yea, we have a goodly heritage." Where will you find a happier, more intelligent, and because industrious and frugal, more contented yeomanry than those who dress the hills and cultivate the charming vales of our own New Brunswick? And where will you find a hardier and more skilful class of men than those who reap the rich harvests of our own waters and "smite the sounding furrows of our own seas?" And where will you find a people of more pluck than those, who have raised the walls of this oft-smitten city after a calamity which would have completely paralyzed those of less nerve? To the young men of New Brunswick I would say—Stay at home. Here you can enjoy many privileges, which no new country can afford to the same extent; means of culture, the amenities of society and the many advantages which can only come with an advanced civilization. "Better fifty years of Europe than a cycle of Cathay." It only requires the hand of toil, the steady purpose and fixed habits of economy and industry, to secure an ample return from the abundance which Providence has placed within your immediate reach.

Let us but as faithfully perform our duty, as did our fathers, and those who celebrate the Centennial of the founding of our Dominion will be able to look back upon a record fruitful of noble deeds and brilliant achievements and look forward to a future of ever-widening promise, and boast of a heritage, which in the grand march of its progress shall have realized what we only see in prophetic vision—"A little one become a thousand and a small one a strong nation."





# THEN AND NOW:

## OR, THIRTY YEARS AFTER.

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A Lecture delivered by Silas Alward, D.C.L., K.C., February 8th, A.D. 1910, before the Natural History Society of New Brunswick.

As times change, so our opinions. It does not require the authority of the old Latin maxim to justify change of opinion, provided it is honest and springs logically from enlarged vision and increase of knowledge. Only a Bourbon learns nothing and forgets nothing. Hastily formed opinions, drawn from false premises and insufficient data, should be discarded as soon as found faulty. In such cases, change of opinion is not only permissible, but commendable. Forty years is but a span in the history of a country; yet, during this brief period, there has been a great change of opinion, not only among our own people, but other peoples as well, as to the status, resources and capabilities of the country we fondly call our own. "The Great Lone Land," "The Haunt of the Buffalo, the Beaver and the Bear," have ceased to be terms of reproach. Now it is "The Young Giant of the North," "The Coming Nationality of the New World." The contrast is shown in striking light when are placed, side by side, the opinions of two statesmen and two archbishops, the opinions then and now of distinguished men who could have no motive to deceive or distort. Forty years ago the Honorable Joseph Howe, after a visit to Manitoba in mid-winter, is reported to have said, "I would not give a farm in the Cornwallis Valley for the whole Northwest." In contrast may be placed the glowing speech of Sir Wilfrid Laurier, delivered at Toronto on the eighth of January last, in which he said, "There had been much shaking of the head when Sir John A. Macdonald had proposed to acquire the Northwest Territories. If ever there was a policy justified by the result, it was

that policy." Further on in the same speech the Prime Minister said, "For one hundred years it will be the magnet of the civilized world." This speech of Sir Wilfrid does him much credit, for it justifies the policy of Sir John A. Macdonald in the acquisition of the Northwest, a policy which was sharply criticized by the party to which the Premier was allied. Forty years ago, Archbishop Tache, supposed at the time to be an excellent authority on the subject, said, "The Valley of the Red River and the Valley of the Saskatchewan, could never grow wheat." In juxtaposition to this may be placed an extract from a speech, delivered a few days ago in Sheffield, England, by another archbishop, Dr. Lang, Archbishop of York, wherein he said, "Within fifty or sixty years the centre of the British Empire if there was one then, would not be in London but in the Canadian Northwest."

On 9th December, 1880, the Parliament of Canada met in special session for the purpose of considering the most important question that had hitherto engaged its attention, the construction and operation of the Canadian Pacific Railway by means of an incorporated company, aided by grants of money and lands, rather than by the direct action of the Government. The contractors, George Stephen, Duncan McIntyre, John S. Kennedy, Richard B. Angus and James J. Hill, and two financial firms of London and Paris respectively, undertook to construct, equip and complete this great work, in running order, on or before the first day of May, 1891, for a subsidy in money of \$25,000,000, in land of 25,000,000 acres and 712 miles of constructed railway and railways in course of construction by the Government; and also when completed, maintain and operate the same. The constructed railway was the Pembina Branch, eighty-five miles in length, from the American boundary to Winnipeg. The lines in course of construction by the Government were the section from Burrard Inlet, up the Fraser and Thompson Rivers to Kamloops, 217 miles, and the section from Fort William to Selkirk, on

the Red River of the North, 410 miles. The amount expended, and to be expended, by the Government on these three sections was \$28,000,000. Canada's outlay, therefore, for the construction of the Canadian Pacific Railway was \$53,000,000 in cash and 25,000,000 acres of land. The two sections to be built by the Syndicate were the line from Nipissing around Lake Superior to Fort William, and from Selkirk, on the Red River of the North, to Kamloops, the two sections totalling 2,000 miles. The debate on the Act of Incorporation of the Syndicate occupied several weeks, and was in some respects the most noteworthy in the Parliamentary annals of the Dominion. The speeches of Sir Charles Tupper, Minister of Railways, who introduced the Bill, and Edward Blake, Leader of the Opposition, who opposed it, take rank among the ablest ever delivered in the Canadian House of Commons. The Bill was introduced on the fourteenth day of December, 1880, and passed its third reading on the first day of February, 1881. It is most interesting to read the speeches delivered in that great debate, viewed in the light of "Thirty Years After." Most of the able statesmen who spoke on that occasion have passed over to the great majority. The principal survivors are Sir Charles Tupper, Sir Wilfrid Laurier, Sir Richard Cartwright, Sir Mackenzie Bowell and the Hon. Mr. Patterson. Sir Charles Tupper concluded an exhaustive speech of several hours in the following words:—

"I am glad to know that if ever there was a measure presented for the consideration of this House, worthy and likely to receive its hearty adoption, it is the measure I have the honor of submitting for its consideration. I have the satisfaction of knowing that throughout this intelligent country every man breathed more freely when he learned that the great, enormous undertaking of constructing and operating the railway was to be lifted from the shoulders of the Government, and the liability the country was going to incur was to be brought within, not over, the

limit which in its present financial condition it is prepared to meet; within such limits that the proceeds from the sale of the land to be granted by Parliament for the construction of the line, would wipe out all liabilities at no distant day. But this is the slightest consideration in reference to this question. It is a fact that under the proposals now submitted for the Parliament to consider, this country is going to secure the construction and operation of the gigantic work which is to give new life and vitality to every section of this Dominion. No greater responsibility rests upon any body of men in this Dominion than rests upon the Government of Canada, placed as it is in a position to deal with the enormous work of the development of such a country as Providence has given us; and I say we should be traitors to ourselves and to our children if we should hesitate to secure on terms, such as we have the pleasure of submitting to Parliament, the construction of this work, which is going to develop all the enormous resources of the Northwest, and to pour into that country a tide of population which will be a tower of strength to every part of Canada, a tide of industrious and intelligent men who will not only produce national as well as individual wealth in that section of the Dominion, but will create such a demand for the supplies which must come from the older provinces, as will give new life and vitality to every industry in which those provinces are engaged."

"I say, I was in hopes now that we have abandoned it as a Government work and it is placed on a commercial foundation, that those gentlemen could, without loss of party prestige, unite with us on this great question and on giving to this Syndicate who are charged with this important and onerous undertaking, that fair, handsome and generous support that men engaged in a great national work in any country are entitled to receive at the hands, not only of the Government of the country, but of every patriotic member of Parliament. Sir, I say I have been disappointed, but I hope, upon future

reflection, at no distant day, when the results of this measure which we are now submitting for the approval of Parliament and which I trust and confidently expect will obtain the sanction of this House, will be such as to compel these gentlemen, openly and candidly to admit that in taking the course which we have followed we have done what is calculated to promote the best interests of the country and that it has been attended with a success exceeding our most sanguine expectations. I can only say, in conclusion, after some five and twenty years of public life I shall feel it the greatest source of pleasure that the quarter of a century has afforded me, as I am satisfied that my right honorable friend beside me will feel that it crowns the success of his public life, that while Premier of this country his Government were able to carry through Parliament a measure of such inestimable value to the progress of Canada; so I can feel, if I have no other bequest to leave to my children after me, the proudest legacy I would desire to leave was the record that I was able to take an active part in the promotion of this great measure by which, I believe, Canada will receive an impetus that will make it a great and powerful country at no distant date."

The optimistic speech of the Minister of Railways was subjected to severe criticism and evoked keen raillery, as the following extracts show:—Mr. Blake, Leader of the Opposition, said:—

"You propose with one hand to tax us and with the other to withdraw those resources out of which taxation may be paid. You are proposing to make our conditions almost intolerable. It is easy to see the game of the Government. The game is to call this proposal, signed as it is, and backed as it is by money and means, a mere farce, a trick, which they say we shall be ashamed to mention two years hence. Sir, the honorable gentleman will find it mentioned two years hence, and that other parties than ourselves will be ashamed to refer to this transaction; he

will find it is not the offer which will be a source of shame, but the contract which he proposes shall supersede the offer. He will find that not now, not two years hence, nor ten, nor twenty years hence, will the Liberal party have occasion to be ashamed of any proposition or suggestion they have made, or any action they have proposed to take. We can point with pride to our efforts to save the country, and we can contrast those efforts with your determination to ruin our common country. I want to know whether, under all these circumstances, in the face of all this, you are determined to persist. If you are determined to persist, I can only say that you remind me of nothing so much as those of old who, being possessed by evil spirits, rushed violently down a steep place into the sea and all perished in the waters; for sure I am that those who propose to vote for this contract under these present circumstances, are first ruining their country and afterwards committing political suicide."

Mr. Blake, on another occasion, is reported to have said:—

"Now I can prove that this syndicate cannot carry a bushel of wheat over that railway, and say this on the authority of a gentleman, who, when he uttered the sentiment, gave weight to every word as befitted one who was destined to become the leader of his party. He quoted the revenue derived from the Union Pacific Railway, and came to the conclusion that no company could carry one bushel of wheat over the Canadian Pacific Railway."

Mr. Laurier in a lengthy speech in opposition to the Bill, among other things, said:—

"What was to be done? Like the wizard in the tale who found his own life in constant danger from the fangs and claws of the strange progeny which he had reared, they, too, had created a monster that threatened their own destruction. What was to be done? They went to

Europe. They offered their white elephant for sale in the markets of Paris and London, but no one would accept it even as a gift. Finally, they had to take the beast home, where they gave it vast territory to roam over, made it impossible for any other being to go into the pasture, and then they found somebody who was willing to relieve them of this ever-recurring cause of anxiety. That this proposed arrangement is a vicious policy is well proved by the language which the Government used to induce their supporters to accept it." . . . "Looked at from whatever point of view you choose, there is not a single redeeming feature in the gigantic monopoly which has been given to this Company."

Sir Albert Smith said:—

"I would cheerfully see the Government continue in power if thereby this contract could be defeated. We would enter into a compact that the Government should remain in their places if they would relieve the country from the calamity threatened by this contract. I implore honorable members on the Ministerial side to consider this bargain as a commercial transaction and divest themselves of all party feeling in judging of its character."

Sir Albert Smith, on another occasion, is reported to have said:—

"No one could suppose that even after the road was built it would pay one-tenth of its working expenses, and how, therefore, could British capitalists be expected to undertake it."

Mr. Charlton said:—

"This scheme, whether designedly so or not, is a great crime. Its supporters in the Government may take the attitude of criminal complicity, or of stupidity. If they choose the latter alternative, posterity will accord to each a coat of arms, the central figure, a head with drooping

ears and pensive countenance — the head of the meditative donkey. As an act whose disastrous and far-reaching consequences cannot be appreciated fully at this hour, we arraign it before the assembled representatives of the people. As a great crime we arraign it at the bar of public opinion. The question calls imperatively for independent and honest action on the part of the members of this House. If they fail in their duty, if they forget the requirements of their trust, but a few short years will elapse before millions of Canadians will deeply regret its consummation, and the inexcusable stupidity of this House and the gentlemen upon the Treasury benches."

Mr. Ross said:—

"I would willingly forego a hundred times all the party advantages which this contract contains if the Government tonight, or at any time, would stand up in their places and tell Parliament and the country that this contract was no more; and I venture to say, from one end of the Dominion to the other, wherever this contract is understood, wherever intelligent men have considered it irrespective of politics, no more joyful news could be spread throughout this land than the tidings which the telegraph would flash from the Atlantic to the Pacific, that this contract was abandoned and that Canada was emancipated and free from any of the terrible consequences likely to flow from it."

Mr. Rykert said:—

"Of course there must be railways at once to connect the sheets of water, and eventually a through line, but I am confident that a bushel of wheat will never go to England over an all-rail route from the Saskatchewan to the seaboard, because it would never pay to send it."

Hon. Mr. Joly said:—

"For years to come the line could not pay one-tenth part of its cost, and no company would undertake it unless



they received every assistance, for the line would not obtain anything like the traffic that the Union Pacific obtained."

The following article appeared in *Truth*, published in London, October 3rd, A. D. 1881. It was inspired by the efforts of the Syndicate to float a loan of \$10,000,000 of land grant bonds:—

"The Canadian Pacific Railway will run, if ever finished, through a country frost-bound for eight months of the year, and one about as forbidding as anything on the face of the earth. British Columbia is barren, cold, mountainous — not worth keeping. Fifty railways would not galvanize it into prosperity. The Canadians are not such idiots as to part with one dollar of their own for this scheme. They come to England. Canadians know that the road will never yield a single red cent of the money sunk into it. People cannot stand the cold of Manitoba. Men and cattle are frozen to death in astonishing numbers. Manitoba's street nuisances kill the people with malaria, or drive them mad with plagues of insects. It is through a death-dealing land of this kind that the railway is to run. Canada is one of the most over-rated colonies we have. Ontario is the only sound province, and the only one where you can lend money and ever hope to see it back. One of these days Ontario is certain to go over to the States; when that day comes the Dominion will disappear. The Province and City of Quebec are both notoriously bankrupt. Once the country is thoroughly committed to this railway, I see nothing but bankruptcy ahead of it. This Dominion, in short, is a fraud, and bound to burst up like any other fraud."

The predictions of Sir Charles Tupper, whose sublime optimism, has been an inspiration, have been verified beyond the bounds of what many regarded as reasonable expectation; while the predictions of those who opposed the measure have been falsified in almost every particular.

That such were the honest convictions of our public men who opposed this measure goes without saying. They were too honorable and self-respecting to allow mere partizan zeal to betray them into expressions so emphatic and unqualified. And further, their views were shared, in a large degree, by many of the ablest and best informed men in the Dominion, who were untrammelled by party affiliations and who approached the consideration of the subject with open minds.

The through line was completed and open for traffic five years before contract time. On the 7th of November, 1885, the last spike was driven in the Canadian Pacific Railway at the base of the Golden Range of Mountains, a point two thousand five hundred and forty-six miles from Montreal. By the middle of the summer of 1886, its vast system, which then aggregated 4,315 miles, was completely equipped and in good working order throughout.

The Canadian Pacific Railway today has a greater mileage of transportation than any other company in the world. It has 10,048 miles of road in Canada, and 5,000 owned or controlled in the neighboring Republic, making a total of over 15,000 miles. Its largest competitor is the New York Central, which has a mileage of 12,524 between owned and controlled miles. In addition to this, the Canadian Pacific Railway owns and controls 10,000 miles of steamship lines on the Atlantic and Pacific Oceans. So its system by land and sea extends 25,000 miles, sufficient, if placed in a direct line, to girdle the globe. It is estimated over 500 additional miles of railway will be constructed this year. The gross earnings of this great Company per year total nearly \$100,000,000. Its stock is now selling in the markets of the world at the rate of eighty per cent. above par. What Canada is today is largely due to this great International Highway. It has made accessible to the world our magnificent wheat fields and unbounded resources. Being the pioneer it has led the way to the introduction of other transcontinental systems of railway. Soon three great

International lines of railway will span Canada from ocean to ocean.

Notwithstanding Canada has already 25,000 miles of railway in operation, a mileage greater than that of the United Kingdom, it has but entered upon the initial stage of construction. A new project called the Winnipeg-Yukon Railway, is engaging the attention of British, Canadian and United States capitalists. The charter provides for the construction of a line, 2,000 miles in length, extending from Winnipeg to Dawson City, by the way of Lethbridge, at the foot of the Rockies, thence by way of Calgary, Edmonton and the Valley of the Peace River to the Valley of the Yukon. This road, it is estimated, will cost \$50,000,000 in construction and equipment. It will open up, if constructed, the magnificent Peace River Valley with its wondrous wealth of soil, the fine ranching lands of the foothills and the gold fields stretching beyond to the Yukon. Mr. J. J. Hill, the great railway magnate, is said to be interested in this gigantic enterprise. All that has followed the construction of the Canadian Pacific Railway is the outcome of the faith of a people of four millions, who engineered and carried on to successful completion, in the face of enormous difficulties and discouragement, a work which will stand as an enduring monument of what can be accomplished by energy and pluck.

In view of what is being accomplished, the character of the road being built, the opening up of rich agricultural lands and the laying bare of great mineral wealth, who can predict, notwithstanding mistakes made, much unnecessary expense incurred, and cases of alleged individual graft, that the Great International Highway, now in course of construction, may not some day, in the not distant future, justify a policy which many of us felt inclined to criticize in its initial stages? Such was the history of the Canadian Pacific Railway. May not such hereafter be the history of the Grand Trunk Pacific? Who knows? This question will be solved less than thirty years hence.

The railway is the great Empire builder of the day. Through its agency the progress of Canada, during the past decade, has been phenomenal. The Minister of Agriculture is responsible for the statement, that, during the past ten years, the output of Agricultural produce in Canada rose from \$160,000,000 worth to \$563,000,000 worth; and this only on the fringe of our possibilities. By the same authority it is estimated, Canada has sufficient cultivable wheat land in Manitoba, Saskatchewan and Alberta for growing a thousand million bushels per year. During the last year the actual cash value of wheat alone to the farmers of our Northwest was \$106,000,000. Canada's foreign trade, in 1909, was more than double what it was ten years ago; and was more than treble what it was twenty years ago. The President of the Canadian Bank of Commerce, in the annual report, publishes the statement, that the total bank clearings of fourteen clearing centres, for 1909, were \$5,240,000,000 against \$4,142,000,000 — a gain of twenty-five per cent, over 1908, and twenty per cent. over the previous highest record of 1907. Our exodus to the United States has been replaced by the American exodus into Canada. Statistics show that during the last five years 300,000 United States farmers have come into Canada, bringing with them money and effects valued at \$200,000,000. These immigrants bring with them, not only capital, but valuable experience gained in pioneer life and aptitude for the free and enlightened institutions of our country. Last year 90,000 United States farmers settled in Canada, and indications point to a larger immigration the present year than has been.

British Columbia, that "Sea of Mountains," so called by a distinguished Canadian statesman, now bulks large and gives promise of a great future. P. A. O'Farrel, United States Pure Food Commissioner, in an article published in the New York World, on the 7th of November last, after referring to Western Canada as the "Last Great West" said:—

"And let me tell the world that the most glorious country of the future is British Columbia. It covers an area greater than the British Isles, Belgium, Holland, Denmark and the German Empire combined. Its climate is superior to that of England and France, and, indeed, to that of any country on this earth of ours. Its fisheries are the most abundant of any nation on this or any other continent. It has 182,000,000 acres of standing timber of priceless commercial value. The energy of 25,000,000 horses runs waste in its mighty rivers. Its internal water highways can be formed into the most wonderful system of waterways and power developers."

The following considered expressions of opinion by such eminent men as Mr. Taft, President of the United States, J. J. Hill and Earl Grey, must carry great weight. Mr. Taft, recently said:—

"We have been going ahead so rapidly in our own country that our heads have been somewhat swelled with the idea that we are bearing on our shoulders all the progress there is in the world. We have not been conscious that there is on the North a young country and a young nation that is looking forward, as it well may, to a great national future. They have 7,000,000 people, but the country is still hardly scratched."

Mr. J. J. Hill, the American railway magnate, recently said:—

"The tide of emigration of the world must flow to Canada. There is only one other place it can go to, and that is Texas. By 1915 the United States will have to buy wheat from Canada."

Earl Grey recently said:—

"It is only a matter of time when Canada will be the most populous, the most wealthy, and the most influential part of the Empire. Only one thing was necessary — that

Canada should be true to herself, should keep her life high, her politics clean. Canada welcomed the influx of American immigrants, who in a brief period became the most patriotic Canadians."

Professor Shaw, formerly Professor of Husbandry, in the State University of Minnesota, said, in August, 1909, at Edmonton:—

"Since the virgin soil of the Western States was broken, over twenty years ago, the yield of wheat per acre has gradually decreased. While the yield per acre is decreasing the population is gradually on the increase. There will come a time when the consumption will be greater than the yield. I can see no other result than that the United States must ultimately buy wheat from Canada. The acreage in the Western States is limited. In Canada only the fringe has been touched upon." When asked when this would probably happen, the Professor said — "I am quite sure in not more than ten years."

Since my last visit to the coast, in 1890, I noticed a marked change in the cities of Winnipeg, Calgary and Vancouver. The last named city is destined to be the Canadian *entrepot* of the Pacific coast. It possesses manifold advantages. Its harbour is safe and spacious. It is backed by a Province twice as large as France, whose unrivalled resources are yet scarcely tapped. Through the portals of this rising city traffic and travel from Western Europe will pass to the Orient. Port Arthur and Fort William are sharing largely in the unprecedented prosperity of the West. Three great International Railways converge at these dual cities. Here works of the greatest magnitude are in course of construction for handling the enormous freight destined for these points. The Grand Trunk Pacific has in course of construction an elevator of a capacity of 3,500,000 bushels. The Canadian Pacific Railway is constructing huge piers and docks and cold storage plants,

said to be the largest on the continent. The Government of Canada is supplementing these enterprises by accepting plans for the widening and deepening of channels to a depth of twenty-five feet for large vessels ascending the Kaministiquia. It is said when these works are completed the twin cities at the head of Lake Superior will have harbor frontage of thirty miles, and grain storage capacity of 30,000,000 bushels, and the most modern facilities for handling the traffic, where long stretches of water communication meet great systems of land transportations.

One of the most hopeful indications of the continued prosperity and success of our rising Dominion is the deep interest taken by its people in education. In all the towns and cities of the West the largest and most noticeable buildings are the public schools, for the support of which ample provision is made by grants of public lands and provincial aid. Herein rests the hope of our country. This gives the strongest assurance of the permanence of our civilization. If the State make absolute certainty that every child, within the scholastic age, shall receive free education, we may discount many fears of the future. It is a settled axiom of political science, that, "unless a people are educated and enlightened, it is idle to expect the continuance of civil liberty or the capacity of self-government."

Another hopeful feature is the great care taken by Government to secure immigrants of the best class, both as regards physical condition and moral stamina. The utmost vigilance should be exercised in barring every avenue against the admission of the vicious and incompetent. Our magnificent heritage should be reserved for only the highest types of manhood, and for such whose standards and ideals will prove potent factors in the development of our country.

An evil to be most jealously guarded against is corruption in political life. Unless this is fearlessly stamped out a grave peril confronts us and one which may eventually

sap the vitality of our country. We cannot preserve too carefully purity at the fountain head of government—the ballot box. Jobbery, rake-off, fraud and graft are the fruitful progeny of political corruption, and they will as surely work our final overthrow, if permitted to obtain, as they have done in the career of many a nation in the past. He is an enemy of the State who, by bribery, would attempt to wrest the popular will from its settled convictions of right and wrong, to attain some private or personal advantage. This evil is protean. In any shape it is a curse, which blights when unchecked, and against it the people must wage an unceasing and relentless war.

Such was Canada thirty years ago, and such now. And what shall we say of the future? That is a question which must give us pause. Never did a people enter upon Empire building under such favorable auspices. Our heritage is on the grandest lines and its prosperity and expansion but in their infancy. Flanked by two great oceans; that on the East looking to Western Europe with its centuries of civilization; the one on the West facing the Orient, which is awakening from the torpor of ages, and bounded on the south by a great people pulsating with the vigor of restless energy, the part we are called upon to play is no ordinary one. Heirs as we are of all the ages, standing in the foremost files of time, blessed by a form of government, the best yet devised by the ingenuity of man, possessed of undeveloped resources of fabulous wealth and on lines of latitude which must necessarily develop a vigorous, independent, energetic race, we should rise to the occasion and show the world we are not unworthy descendants of the race from which we sprung. With a population of seven millions, and virtually having the right to negotiate treaties with foreign powers, we are fast assuming the status of nationhood. This necessarily imposes upon us new duties. The first and most important of which is a contribution or assistance in some shape for defence of the Empire. The principle of union and consolidation is the watch-



word of the hour. The great Imperial movement of 1899 has been followed by two conferences in London to consider the now absorbing question of Imperial Defence. Since the days of Alfred the Great sea power has been the dominating factor in the marvellous growth of the Empire. Under her protecting ægis we have been preserved and our commercial interests protected without expense on our part. This can no longer be expected. Canada, as well as the other overseas possessions of Great Britain, recognize the justice of contribution or assistance in some form. The only question is as to the way this is to be done. With us there is a wide divergence of opinion. It has been well said:—"Every problem of Imperial Defence is a conjoint problem of land and sea power, and should always be considered from this point of view."

In the second year of Confederation the Parliament of Canada passed an Act respecting Militia and Defence of the Dominion of Canada. In the same year an Act was passed to make provision for defraying the expense of certain works of fortification required for the protection of the Dominion, notably the defences of Montreal and the City of Saint John. Surely, then, if Imperial Defence is a "conjoint problem of land and sea power," a navy is the complement of the militia, and a naval school the natural *sequitur* of a military school. One of the strongest objections to the proposed Canadian built navy is that it will be under the control of the Canadian Parliament. Our land defence, the Canadian militia, is subject to Parliamentary control. Why, then, should not the other branch of the service, our sea defence, be under like control? If the argument is sound in the one case, it must surely be sound in the other. All the world knows what splendid service our Canadian military organization performed in the late South African war.

Two propositions have been submitted to the people of Canada. The one, a direct contribution of two Dreadnoughts, at a cost of \$25,000,000, to be presented to, and

under the control of, the British Admiralty. The other, the creation of a Canadian built navy, under the control of the Canadian Parliament. Before entering upon a consideration of the respective merits of these propositions, it may be well to consider what the other over-seas possessions of the Empire have undertaken to do in the premises. Australia has decided to present one Dreadnought to the British Admiralty and to create an Australian fleet unit to be under the control of the Parliament of the Commonwealth. And, by the way, the first vessel of the New Australian fleet unit is to be launched tomorrow. The Dominion of New Zealand, with a population of about one million, has undertaken to present to the British Admiralty one Dreadnought. It would seem the most logical and reasonable course for us to adopt would be the creation of a Canadian built navy. A navy of our own we must construct and control, in the not distant future. With extensive coast lines, both on the East and West, provision must soon be made for the adequate protection of our ports and our constantly expanding commerce. We cannot much longer expect England to do this double duty for us. Our home ports must be made secure, and our trade routes adequately defended. How can these duties be performed without a navy to guard our ports and to patrol the watery highways on which our ventures are made? Such duties are as essential as those of the citizen to make provision for the protection of his property against land robbers. A navy is as necessary, in the one case, as a well-regulated police in the other. A navy built and manned by Canada, gradually improving in strength and efficiency with coming years and as wealth and population increase, would materially, in coast defence and in guarding trade routes, lessen the burden of the Empire and would eventually render far more effective service than occasional gifts of emergency Dreadnoughts. Now that England has withdrawn her warships from the shores of both the Pacific and North Atlantic, she has thereby

unmistakably intimated that, in future, we must assume the responsibility of our own coastal protection. The duty thus cast upon us is admirably presented by Captain A. T. Mahan in his great work on, "The Influence of Sea Power History," in these significant words:—


"Under modern conditions, however, home trade is but a part of the business of a country bordering on the sea. Foreign necessities or luxuries must be brought to its ports, either in its own or in foreign ships, which will return, bearing in exchange the products of the country, whether they be the fruits of the earth or the works of men's hands; and it is the wish of every nation that this shipping business should be done by its own vessels. The ships that thus sail to and fro must have secure ports to which to return, and must, as far as possible, be followed by the protection of their country throughout the voyage."

We must soon undertake what must necessarily prove a long and tedious process of naval evolution. If we are to develop our country along national lines we must likewise be prepared to preserve and defend on national lines. Like all young countries we should proceed circumspectly and tentatively and thus gain wisdom by the painful process of experience. Mistakes will be made, but in the result we would be the gainers, as is the case with all peoples who enter upon untried ways. The first vessels built by the Great Alfred to protect his land from the inroads of the Danes were crude and archaic, yet by dint of effort, and the skill begotten by bitter experience, he soon was able to construct and man such a navy as enabled his people to defeat their enemies on their chosen element. Does it not seem unwise to pass the control of the expenditure of such a large sum of money, as \$25,000,000 out of the hands of the Canadian Parliament? In case of a Canadian-built navy the money would be expended among our own people. Skilled laborers would be brought from abroad who would become Canadians and cast in their lot with us, sharing our

burdens and assisting us in building up our new nationality. Our own people are adepts in all that enter into the construction of wooden shipbuilding. The sons of the men who built up the commercial marine of these Maritime Provinces would soon acquire the technical skill requisite for such an undertaking. The managers of the navy yards in many of the cities of the neighboring republic are New Brunswickers and Nova Scotians, thus showing the adaptability of our own people for such skilled labor. Further, we have the coal, the iron, the steel, the nickel and the wood, and what a stimulus would be given in all departments of industrial enterprise by steel ship-building in our midst. The reason put forward by the advocates of direct contribution is the emergency of the case, since Germany has in an unmistakable manner challenged the naval supremacy of the Empire, in which is involved its security as well as that of the over-seas Dependencies. There is no doubt the policy of union and consolidation is the overshadowing question of the hour, and assuredly it entered largely as an element in the recent elections in England, as the results showed, for the Unionists are the advocates, not only of tariff reform and imperial preference, but of a strong navy as well. In deciding upon the course to be adopted we must take into consideration the possibilities as well as the probabilities of the future. We must bear in mind the rapid strides we are making towards the position and responsibilities of nationhood. We should look forward to the time when our population will be ten, fifteen and even twenty millions. Considering the state of unrest in Europe, its nations armed to the teeth, with unwonted haste constructing great warships of the most improved modern type, the Great Republic to our South increasing her naval strength, Japan and China facing us on the West, moved by a like impulse—What does all this portend? Evidently an approaching crisis in which may be involved the destiny of some one or more of these nations. An emergency may arise by which we may be compelled to rely upon our own resources, to a certain

extent, in order to preserve our territorial integrity, our sea-borne commerce and trade routes as well. In view of such a possibility we cannot too soon take the initiative to put ourselves in that position of defence which our population and resources impose. If "What we Have" we would hold, we must guard against every possible contingency which the future may disclose to work our overthrow. Safety lies in preparedness. While hastening slowly, let us forthwith make the beginning. Let us not by a makeshift endeavour to postpone the inevitable. By a tedious and painful process of evolution we may be able in time to build, man and control a navy sufficient to place us in an independent position among the sisterhood of nations and render us secure in times of stress and travail. A Canadian-built navy, constructed in our own ship yards, manned by our own people and paid for by Canadian money, we must have. And yet if the emergency is so great and pressing as to call for greater effort and more immediate assistance, our people would willingly make a cash contribution to the British Government to be expended in the building of one or more Dreadnoughts, for strengthening the Imperial navy.

For the past year Great Britain appropriated £35,000,000 sterling, for the maintenance and increase of her navy. This means a tax of five dollars per head of her population. For the current year the appropriation for a like purpose may reach £40,000,000 sterling, a tax of nearly six dollars per head. For the past year the cost of the Canadian militia and other means of national defence imposed upon the finances of the Dominion the comparatively insignificant sum of eighty cents per head. If the £40,000,000 sterling supposed appropriation of Great Britain for the current year were supplemented by contribution, either in money or navy units, on the part of her Dependencies, proportionate to their population and wealth, the Empire would be placed in such a position as would render it safe from foreign aggression. An adequate state of defence is one of the pressing needs of the hour, since its vast expansion, while



it has added greatly to its prosperity and prestige, has increased its vulnerability. In case of war between the United Kingdom and a foreign country, we would be open to attack, and yet, how much safer would we feel, if being contributors in the burden of defence, we could, as a matter of right, claim the protection of the flag. We would then become sharers in all the glories of the Empire. One sentiment would pervade all, of a common inheritance in the renown of the most prosperous and powerful nationality the world has yet seen. United for purposes of common defence no power on earth could work our overthrow.

We Canadians, are proud of our country. We know ours is an inheritance inconceivable in the wealth and prodigality of its resources. We have seen this young Dominion, in a single generation, grow from a few sparsely settled, straggling, disjointed colonies to the commanding position it occupies today; the fisheries, on the shores of two oceans, the most productive in the world; the mines and mineral wealth, in extent, variety and yield, apparently inexhaustible; the vast area of wheat land promising to become the granary of the world; the railway system, stimulating enterprise in every direction, greater in mileage than that of the motherland, and the population one-fifth that of Great Britain and Ireland. And all this while yet on the threshold of a wondrous possibility. The foundations upon which we build were laid deep and broad by a noble self-sacrificing ancestry, who gave up all and suffered much to plant British institutions in what at the time seemed a cheerless, inclement country. If faithful to our traditions, and regardful of the solemn trust committed to our charge, Canada, in the not distant future, will become, if not what Dr. Lang, Archbishop of York, predicted a few days ago,—“The centre fifty years hence of the British Empire,”—at least the seat of a vigorous nationality, which will concentrate the hopes and aspirations of a constantly increasing population, and which will become, in the words of Sir Wilfrid Laurier,—“The magnet of the civilized world.”

